

MINUTES OF THE MEETING

May 6, 1999

Projects Reviewed

Convened: 8:00am

Eritrean Association Community Center (Subcommittee)
Intracorp First and Broad (Subcommittee)
Magnuson Park Redevelopment Master Plan
Zymogenetics Skybridge
DOPAR Forest Restoration Program
DOPAR Landscape Restoration/Renovation Program
Dexter Court North

Adjourned: 3:45pm

Commissioners Present

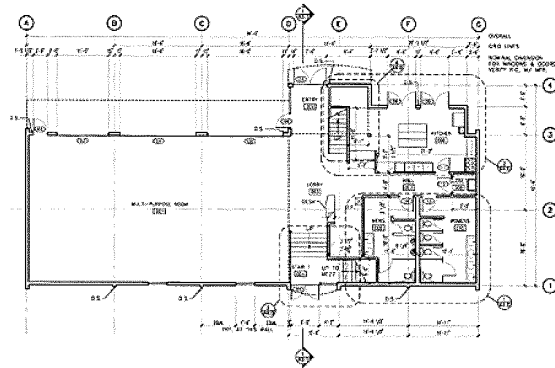
Rick Sundberg, chair
Moe Batra
Gail Dubrow
Robert Foley
Jeff Girvin
Gerald Hansmire
Jon Layzer
Peter Miller

Staff Present

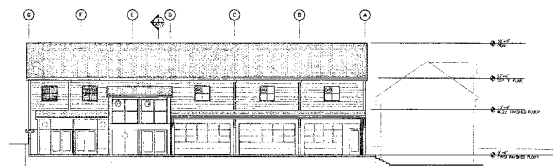
John Rahaim
Peter Aylsworth
Rebecca Walls

050699.1 Project: **Eritrean Association Community Center** (Subcommittee: RS, GD, PM)
 Phase: Design Development
 Previous Review: December 3rd & 17th, 1998
 Presenters: Robert Wagner, Robert Wagner Architects
 Greg Somers, Robert Wagner Architects
 Time: .25 hr (SDC Ref. # DC00050)

Since the previous review the project has been developed with the following changes. The east entrance, near the parking area, has been pushed out to accommodate an additional stair case to the mezzanine. The possibility of connecting to the existing building on the site, an issue raised at the previous review, was explored. It was decided that a connection wouldn't make sense given that the existing building may be demolished in the future.



Floor plan (north ←)



East elevation

Discussion:

- Sundberg:** The second entry has been integrated well into the plan. The overall plan has developed nicely.
- Dubrow:** I think the project has been well developed and I appreciate your response to our previous recommendations.
- Action:** **The Commission subcommittee recommends approval of the project as presented in Design Development.**

050699.2 Project: **Intracorp First and Broad Development** (Subcommittee: RS, GD, PM)
 Phase: Alley Vacation
 Previous Review: November 18, 1998
 Presenters: Karen Anderson-Bittenbender, Intracorp
 Chris Libby, GGLO Architecture
 David McNeal, JGM Landscape Architects
 Buster Simpson, artist
 Attendees: Kathryn Armstrong, Intracorp
 Beverly Barnett, Seattle Transportation
 Rachel Ben-Schmuel, Ben-Schmuel & Associates
 Marion Benson, Belltown Community Council
 Walt Pulliam, Belltown Community Council
 Hal Weeks, Belltown Community Council
 Time: .75 hr. (SDC Ref. # DC00060)

Since the previous review, the City Council has voted to approve the petition to vacate the alley. The vacation is subject to the satisfaction of conditions imposed by the City Council which included continuing “to work with the Seattle Design Commission on the design and development of the public amenities and public spaces associated with the project.” The proponent has continued to work with design consultants and has presented the project to the Denny Regrade Business Association (DRBA) and the Denny Regrade Community Council.

In response to previous Commission subcommittee comments the design team has continued to develop the project with the following changes and additions. The First Avenue streetscape design is consistent with the “Denny Regrade Arboretum Plan” with special street tree designations and placements. The public courtyard will be accessed from the First Avenue sidewalk and includes a curved steel mesh fence, two water features, and a glass partition wall separating the public and private courts. The fence and the water features, a “Water Table” sculpture and a “Water Glass” sculpture that also irrigates the landscape, are by artist Buster Simpson. The courtyard trees have been changed from Cypress to Yew trees.

Handrails have been added along Clay and Broad Street to assist pedestrians. An additional seating element will be provided on Broad Street between the alley and First Avenue. The courtyard of the western building has been lowered to the approximate level of the alley, providing a 65 foot long green space fronting the alley. Residents can enter and exit the building through the alley and the courtyard. The courtyard of the Eastern building overlooks the alley. As per the DRBA’s request, the alley will be named and signed “Post Alley”

Discussion:

Pulliam: I appreciate the project’s development. However, I am concerned with the potential for privatization of the public courtyard by adjacent businesses. I am also concerned about a lack of animation in the alley.

Weeks: The small amount of public courtyard space doesn’t seem adequate to mitigate the amount of public alley space being permanently vacated.

Sundberg: How will the alley be lit?

Libby: There will be gooseneck fixtures above 16 feet along the concrete wall of the alley. There will also be uplighting on the courtyard trees. The alley will have a similar function and level of activity to other alleys in the city. Each building is pulled back to form courtyard spaces that are visually linked to the alley. Residences located above the alley on the east side and at alley level on the west side will provide good observation of alley activities.

Sundberg: What is the character of the fence between the west side of the alley and the courtyard?

Libby: It will have a low planter base and an open picket type fence above. It will not be a solid wall.

Sundberg: Having a transparent fence is important for visibility into the alley.

Dubrow: I am sympathetic to concerns regarding alley safety and lighting. This proposal appears to meet city standards for alley development. The public benefit as mitigation for the alley vacation is essentially the entry court. I am concerned about the shallow depth of public access into the courtyard space. I recommend removing the curved wall and making the entire courtyard accessible to the public. The public amenities seem limited.

Libby: We are concerned that the “water glass” will entice people to climb on it and don’t want it to be damaged.

Simpson: The courtyard boundary used to be a straight fence near the building front. The curved fence allows more public access than previous designs. The “water glass” is located within the fence so that people can see it, but can’t get to it.

Dubrow: You are creating a public amenity as mitigation for the alley vacation. Therefore the burden is making that public amenity accessible. The artwork within the public space should be accessible to the public. The proposed artwork will be perceived as private artwork in a private place for private benefit. There appear to be two layers of privacy in the courtyard; the mesh fence and the glass wall. I recommend eliminating the mesh fence and opening the entire front courtyard to the public. There is a fundamental problem in designing an inaccessible public amenity.

Anderson-Bittenbender: The fragile plant material would have to change.

Sundberg: I agree with Gail. Fragile plants in what should be an accessible public space seem inappropriate. Graffiti on the alley walls is also an important issue to consider.

Miller: I like the handrails along the two sloping streets. The retail component is very important to the perception of the courtyard space as public. I encourage you to involve a retail establishment that can put down roots and become a real neighborhood institution that is recognized as a very public place.

Dubrow: I like the water features, but recommend that you reevaluate the courtyard design at a conceptual level so that the design solution is based on the principle of public accessibility. It is more than a matter of removing the fence and installing hearty plant material.

Action: **The Commission subcommittee continues to support the successful architectural resolution and treatment of the alley. The subcommittee recommends that the publicly accessible portion of the First Avenue courtyard be extended to the glass partition wall and be redesigned as an inviting, easily accessible public space.**

050699.3 Project: Magnuson Park (Sand Point) Redevelopment Master Plan

Phase: Briefing

Previous Review: November 5, 1998

Presenters: Eric Friedli, Parks & Recreation, Sand Point/Magnuson Park

Ilse Jones, Jones and Jones

Curt Miller, Jones and Jones

Attendees: Lee Belland, City Budget Office

Layne Cubell, Parks & Recreation, Sand Point/Magnuson Park

George Deleau, Seattle Sports Advisory Council

Steve Goldsmith, Seattle Post-Intelligencer

Gregory Karp, community member

Skip Norton, Seattle Sports Advisory Council

Time: 1 hr. (SDC Ref. # DC00059)

Since the previous review, the design team has developed three preliminary design concepts for public review. These preliminary design concepts are based on the previous designs developed by Sand Point staff and by the Sand Point Citizen's Liaison Committee. The preliminary design concepts are in line with the Blue Ribbon Committee's (BRC) recommendations and priorities;

Priority #1: Environmental Restoration

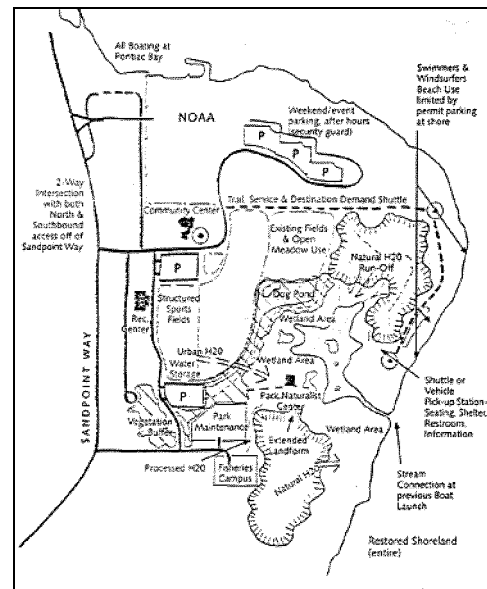
Priority #2: Historical Preservation

Priority #3: Rich Mix of Other Uses

The BRC also recommended that the design team review the possibility of moving the boat launch, as well as pay attention to the Off Leash Dog Area, assess the sports field locations, and minimize fencing. All of these recommendations have been incorporated into the design plans. The landscape framework is focused on environmental restoration, appropriate uses have been placed together in compatible locations, and parking has been consolidated.

Alternative Design Concept One:

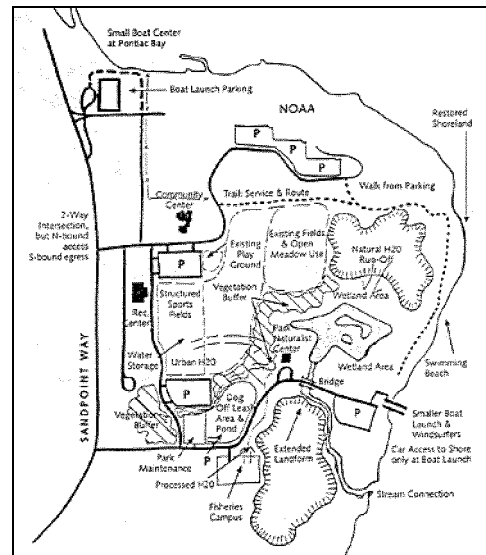
This option includes the largest areas of compatible uses placed together, relocation of the boat launch to Pontiac Bay, removal of roads in the southern end of the park, full restoration of Mud Lake, wetlands, and shoreline. An off leash dog area, with a recirculating pond, has been integrated into the green belt area that serves as a transition between the sports fields and the natural area. This design concept is dependent on the possibility that NOAA will be willing to provide space for the boat launch as well as parking space during times of high park use.



Concept one plan

Alternative Design Concept Two:

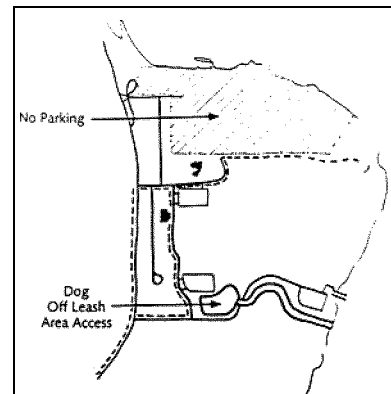
This option includes moving the access road off 65th Street around the north end of the expanded Promontory Head to the boat launch. Access to the shoreline for swimmers, picnickers, and other active uses would be via trails and a shuttle. The current boat launch would be used for larger motorized craft, but small craft launch would be relocated to Pontiac Bay. The off leash dog area, with a recirculating pond, would be located next to the maintenance building on 65th Street.



Concept two plan

Alternative Design Concept Three:

This option is the same as option two, but presumes that there would be no NOAA access for parking or boat launching. This requires additional shuttle service to the shoreline at the north end of the park as well as off-site parking during peak use times. The off leash dog area is extended along 65th Street to a Lake Washington Access point south of the boat launch.



Concept three plan

A fourth alternative concept has been developed in response to community concerns raised at the last community meeting. This alternative focuses on retaining the current boat launch and NOAA property off-leash area use with few major changes.

Discussion:

- Dubrow:** The fourth alternative plan, resulting from citizen comments, seems to have abandoned some of the sound planning principles that guided the earlier alternatives.
- Friedli:** There were over 500 residents at the public meeting last week. The primary issue was the BRC's recommendation that land restoration should be the number one priority. Another concern was the restricted use of the shoreline area. The fourth alternative is an attempt to respond to these concerns. Abandoning the BRC principle is the result of responding to public comment.
- Jones:** When trying to raise funding there was criticism that the plan lacked a big idea or vision. We then tried to marry the notion of a restoration project with an interpretive education concept.

- Dubrow:** The first three alternatives reflect sound principles of good planning. They include zoned activities with the fragile areas having good protection and control. I am concerned with the direction of the fourth alternative. It reflects community involvement and desires, but is not based on sound planning principles that ensure its long-term success.
- Foley:** Magnuson Park probably can't handle all of the program elements desired by the public. It is important to recognize the park's importance to the entire city as a significant landscape. I acknowledge the need for sports fields, dog runs, and other activities, but agree that the landscape restoration should be the primary focus. Perhaps the Parks Department needs to pursue nearby off-site locations for some of these activities.
- Layzer:** I agree. The key off-leash dog area issues seem to be size, length, and accessibility to water. The first alternative has a large, long area with a large pond. That apparently is not enough. I don't see where the compromise is. Each of the first three alternatives seems to provide adequate space for activities. Where is the space being cut back or reduced from the existing conditions?
- Jones:** The current off-leash dog area is approximately 12 to 15 feet wide at the narrowest point and offers approximately 175 feet of shoreline access. The total area equals about nine acres and includes a plunge into the lake. Apparently no less than that is acceptable.
- C. Miller:** The first alternative designates six acres with a half acre pond to the off-leash area. Other alternatives could accommodate nine acres but don't include shoreline access.
- Dubrow:** This plan will inevitably require compromise on both sides in an effort to develop areas that make sense for various uses. Perhaps the quality of the space is more important than the exact quantity. It seems to me that a six acre off-leash area with access to water, that also achieves other goals of the overall Master Plan, is a decent compromise. Designing areas that meet multiple goals must be a principle above designing areas that meet single goals. The plan should also strongly emphasize the reuse of the site's existing buildings.
- Girvin:** I think that the underlying principles are admirable and the concepts are good. However, we can't compromise programmatic elements to the point that they fail to function properly. In reality users will recapture the extra space whether it is designated or not. I am concerned that a restored shoreline area would be overrun and damaged by users who are used to having shoreline access for various activities.
- Sundberg:** This plan needs to reflect a synthesis, not a compromise, of various uses and restoration efforts. I acknowledge the importance of these activities, but they need to be accommodated while protecting and restoring the natural landscape. Magnuson Park is one of the last major open space in Seattle. I think the first three design alternatives have been developed nicely.
- Layzer:** I applaud the consolidation of parking and the restriction of vehicle access into the park with shuttle service. Have you examined the projected costs of operating a shuttle service into the park? Is there a signage or wayfinding component in the Master Plan? Is there a possibility that other access points to the site would be opened up later?
- C. Miller:** The Master Plan includes a signage and wayfinding component. Additional vehicular access points will probably not be opened up in the future.
- Hansmire:** How will the NOAA properties be accessed in the first two alternatives?

- Jones:** Access would be the same as it is now.
- Friedli:** Accessibility is an important issue for the whole park. We have taken down fencing, but need to let people know that the park is accessible.
- Foley:** What has been NOAA's response to these alternatives?
- Friedli:** Their response has been relatively unfriendly. It is a Class 4 facility with top secret information that must remain secure. The facility security is managed in Washington, D. C.
- Karp:** I have concerns regarding the viability of the wetland and question whether or not it is in the best location. If funding for the wetland maintenance is eliminated in the future, we may be stuck with an unsustainable wetland area. I am also concerned about the lack of information regarding potential contaminants in the soils.
- Jones:** This project is in the early phases of design. At each phase we will know more and will do more testing. At this point, based on preliminary investigations, the wetland area can be self-sustaining with a two foot fluctuation in the water table. There are multiple sources of augmentation water nearby if necessary. Initial contamination studies revealed no contaminants in the wetland periphery.
- Layzer:** How will the Master Plan accommodate adjacent projects such as the Promontory Point restoration project?
- Friedli:** The Promontory Point plan and the North Shore area improvement plan are both consistent with the proposed Master Plan concepts.
- Norton:** I don't think that the public completely understood the plan details and specific activity arrangements. The public presentation didn't include the walking paths. I question the use of a shuttle service. I don't think that the funding will support it and its aesthetic impact would be too great. The existing parking areas could be improved, but they are providing access to important uses. I won't make sense to the public to move a parking lot 100 feet when its current location utilizes existing tarmac paving areas.
- Hansmire:** Another approach to involving NOAA in this project may be through the salmon habitat restoration. NOAA has an incredible impact on saving salmon through harvest management. There may be an opportunity to bring NOAA into this project as a valuable resource.
- Action:** **The Commission appreciates the thorough presentation and supports the general development of the first three alternatives. The Commission supports the Blue Ribbon Committee's priorities and guidelines and strongly encourages the continued synthesis of public input with the sound principles established for the overall site. The Commission recognizes that Magnuson Park, as one park in a network of city parks and open spaces, should accommodate a variety of uses without compromising the established priorities and objectives.**

050699.4 Project: **Zymogenetics**
 Phase: Skybridge
 Presenters: Gerry Gerron, G2 Architecture
 Marty Goodman, The Justen Company
 Sharon Laska, Zymogenetics
 Attendees: Ray Allwine, Seattle Transportation
 Jerry Arbes, Pedestrian Advisory Board
 Shinko Campos, Zymogenetics
 Kant Chutikul, G2 Architecture
 Carol Eychaner, Eastlake Community Council
 Karen Gordon, Department of Neighborhoods
 Chris Leman
 Paul O'Shaughnessy, Zymogenetics
 Time: 1 hr. (SDC Ref. # DC00030)

The Zymogenetics research facility is located in the historic Steam Plant building at the corner of Eastlake and Fairview Avenues. A new administrative facility was recently constructed to the east directly across Eastlake Avenue. A change in the use of this new facility has resulted in the need to transfer personnel, equipment, and some test sample across Eastlake Avenue between facilities.

The skybridge proposal is based on the Zymogenetics objectives listed below.

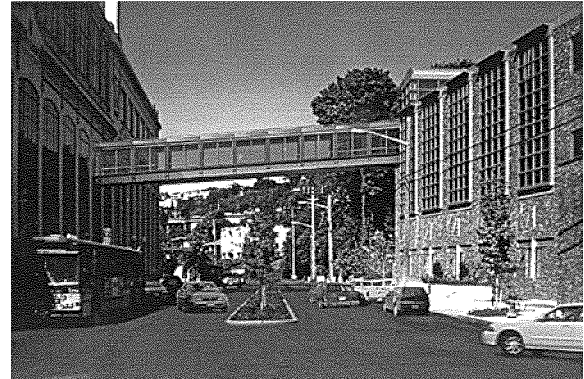
1. Create a link between the Steam Plant and Nelson Building providing efficient movement of people, equipment, and sensitive materials between buildings.
2. Enhance the pedestrian safety of ZGI employees and guests.
3. Enhance the security of ZGI employees and guests.
4. Contain sensitive equipment and materials within the confines of ZGI facilities.
5. Accomplish ZGI objectives with minimal impact to the community.

Based on these objectives and a ZGI traffic study five different alternatives have been developed.

- Alternative One:* Crosswalk/signal between front doors of LUSP and Nelson
 Pros: meets ZGI objective 2
 Cons: does not meet objectives 1,3,4, and 5; mid-block crosswalk not conducive to industrial zone; multiple crosswalks too close together; additional signal
- Alternative Two:* Signal added to existing crosswalk south of ZGI buildings with a median strip to discourage mid-block crossing
 Pros: meets ZGI objective 2; makes crosswalk safer for community
 Cons: does not meet objectives 1,3,4, and 5; additional signal negatively impacts traffic flow
- Alternative Three:* Tunnel alternative
 Pros: meets all ZGI objectives
 Cons: not physically or fiscally feasible or reasonable
- Alternative Four:* Open skybridge at south side of Nelson building with public access and a median strip to discourage mid-block crossing
 Pros: partially meets ZGI objective 1 and 3; meets objectives 2 and 5; enhances pedestrian safety
 Cons: does not meet ZGI objective 4; increases liability with open structure, public access with little public benefit due to the low number of neighboring pedestrian crossings; public access stairs conceal historic facade

Alternative Five: Skybridge between 3rd floors of both buildings with a median strip to discourage mid-block crossing

Pros: meets all ZGI objectives



Alternative five photo

Discussion:

- Layzer:** Is the safety issue based on perceptions or on statistical data and actual incidents?
- Goodman:** We have incident reports for the immediate vicinity.
- O'Shaughnessy:** There have been a handful of incidents involving personnel or security. One of our security guards was assaulted and we have numerous auto break-ins and prowls daily in the adjacent parking lot. There haven't been any vehicle/pedestrian incidents to date. Based on the statistical data, the frequency of possible accidents would be low but the severity of those accidents would be very high.
- Campos:** There have been drive-by shootings that resulted in broken windows and one drunk driver knocked over a lamppost outside our building.
- Layzer:** What is the historical status of the Steam Plant building? How does the skybridge proposal relate to it.
- Goodman:** The Steam Plant building is a designated Seattle landmark. We have presented the proposal to the Landmarks Board and will present the explored skybridge alternatives to them next week.
- Foley:** Has the preferred alternative been presented to the community?
- Campos:** The fifth, or preferred, alternative has not been presented to the community. At previous community meetings there were concerns regarding the skybridge. We hope to have addressed the community member's concerns.
- Miller:** I appreciate the need for a germ-free environment for your test sample, however, I find it offensive to imply that the nearby homeless population are a significant cause of air-borne contaminants.
- Hansmire:** I agree that personnel safety, pedestrian safety, and the protection of materials are important. I have serious concerns regarding the manner in which the skybridge is attached to the Steam Plant building.
- Dubrow:** I also have concerns regarding impacts to the historic structure. I can't find a compelling reason for the skybridge to be favored over at-grade pedestrian improvements. The decision to relocate the administrative facilities, making the Nelson Building a research facility that needs to be connected to the Steam Plant building, was a business decision that should have taken into account these issues. Companies with split sites need to take responsibility for the safety of their employees without removing activity from the street. There are examples of businesses that provide shuttles or escort services.
- Foley:** It would help to move the crosswalk to the north side of Nelson Place, rather than the south side. Have you explored the option of curb bulbs at the main crosswalk? The addition of curb bulbs would allow for better site lines and shorten the crossing distance.

- Goodman:** Curb bulbs were discouraged by Seattle Transportation because it is an arterial.
- Layzer:** I recommend a sixth alternative that synthesizes the pedestrian crossing ideas and includes curb bulbs, restricted parking, traffic speed enforcement, and an on-call escort service for Zymogenetics employees. I am surprised that the presentation failed to address any of the evaluation criteria for skybridge proposals outlined in the Seattle Municipal Code. The fundamental problem is based on the parent company's decision to change the function of the Nelson Building. In making such a decision, these issues of transporting materials and personnel should have been considered. I can't support the proposal because it doesn't meet the criteria set forth in the Municipal Code.
- Girvin:** I also recommend a pedestrian crossing rather than a skybridge with the use of curb bulbs and a median strip as a safe zone midway across the street.
- Eychaner:** The skybridge proposal originally reviewed by the Community Council showed a bridge design that connected to the Steam Plant roof rather than to the facade.
- Goodman:** The connection was change to improve circulation. The proposed skybridge connects into the main circulation spaces of the Steam Plant building.
- Eychaner:** At what time of the day were the traffic studies done?
- Laska:** The studies were done between 7:30am and 6:30pm on a Tuesday, Wednesday, and Thursday.
- Eychaner:** The Eastlake Community Council has a policy of avoiding skybridges wherever other alternatives are feasible. Members of the Community Council conducted a 12 hour traffic study resulting in very different statistics from those presented. Throughout most of the day pedestrians can cross the street without waiting more than five seconds. During peak morning traffic the wait was as long as 30 seconds. The results of this traffic study do not necessitate an above-grade crossing.
- Gordon:** I appreciate the development of alternatives to the skybridge. However, the proposal made to the Landmark Preservation Board's Architectural Review Committee differed from this proposal in that the skybridge penetrated the Steam Plant addition rather than the historic building itself.
- Action:** **The Commission recommends against approval of the skybridge proposal as presented. The Commission recommends the development of a different pedestrian alternative that includes curb bulbs, a median safe zone, restricted traffic, strictly enforced speed limits, and an escort service for Zymogenetics personnel. The Commission also encourages the proponents to contact the Landmarks Board regarding the skybridge connection to the historic Steam Plant building.**

050699.5 Project: **Commission Business**

Action Items:

- A. MINUTES OF THE APRIL 22ND MEETING: Approved as amended.

Discussion Items:

- B. SDC DRAFT RETREAT AGENDA & LOCATION: The first session of the 1999 Design Commission retreat is scheduled for May 20th at the Edgewater Inn.
- C. LIGHT RAIL REVIEW PANEL UPDATE: At the last LRRP meeting the panel reviewed the stations along Martin Luther King Way. The first LRRP Retreat is being scheduled and organized as an opportunity for panel members to discuss issues and strategies for the next phases of review.
- D. FAREWELL DINNER FOR VANESSA MURDOCK: A farewell dinner for Vanessa Murdock will take place on May 14th at Wild Ginger.
- E. BRIEFING FOR COUNCILMEMBER DRAGO BECD COMMITTEE JUNE 1ST: The City Council BECD Committee chair, Jan Drago, has requested quarterly briefings from the Design Commission and Design Center.
- F. DOWNTOWN URBAN DESIGN PLAN UPDATE: A working group comprised of Design Commission staff and Strategic Planning Office staff is developing the scope for the plan. The project has an initial budget of \$800,000
- G. STAFFING, URBAN DESIGN PLANNER DEADLINE MAY 11TH: The deadline for the Urban Design Planner position was May 11th. The applications for the Design Commission Coordinator position have been shortlisted and interviews will begin soon.
- H. UNIVERSITY PREP ROW IMP. SUBCOMMITTEE: A subcommittee with Commissioners Foley and Girvin will review the project on May 20th at 3:45pm at the Edgewater Inn.

050699.6 Project: **Forest Restoration Program**
 Phase: Program Briefing
 Presenters: Duane Penttila, Parks and Recreation
 Paul West, Parks and Recreation
 Time: .5 hr. (SDC Ref. # DC00057)

The Forest Restoration Program, initiated in 1994, is funded through the cumulative reserve fund. The program includes projects on developed and undeveloped sites and is focused on the restoration and replacement of native trees and plants. Projects will undergo a planning process that includes a site inventory, vegetation sampling, community involvement, plan implementation, remedial tree work, and follow-up work. The success of this program relies heavily on volunteer support in removing invasive plants and restoring project sites.

Greenlake Park was the first major project completed through this program. Reforestation projects funded through 1999 include Interlaken Park, Matthews Beach Park, SW Queen Anne Greenbelt, Madrona Park, Madrona Ravine, Schmitz Preserve Park, Bayview Playground, Carkeek Park, Licton Springs Park, and Discovery Park-Natural Areas,

Discussion:

- Girvin:** Does the program deal only with Parks Department property or does it include other undeveloped ROW areas?
- West:** The program occasionally includes non Parks property if the ROW is adjacent to an open park and is important.
- Girvin:** There are many acres of undeveloped ROW in Seattle. It seems like a good opportunity for this program to expand and renovate the deteriorating groves and pockets of habitat in many ROW's.
- Penttila:** The City has a group of urban foresters that have been discussing that and a variety of other issues regarding the reforestation program.
- Hansmire:** I think the use of Parks Department funds is restricted from being spent in a ROW by city ordinance.
- Dubrow:** Does the program include a public education component that might give it a more proactive approach?
- Penttila:** The public education component is very important. We are beginning to get information out. The Millenium Legacy Woods Project will give the program a major boost. A few major educational tools are becoming available as the program gets underway.
- Dubrow:** I think a real direct media campaign may be necessary.
- Foley:** This is an impressive program.
- Girvin:** Is there an opportunity for private sponsorship of specific projects?
- Penttila:** Yes, absolutely. The Millenium Legacy Project will help spread the word.
- Action:** **The Commission appreciates the program briefing.**

050699.7 Project: **Landscape Restoration/Renovation Program**
 Phase: Program Briefing
 Presenters: Duane Penttila, Parks and Recreation
 Paul West, Parks and Recreation
 Time: .5 hr. (SDC Ref. # DC00058)

The Landscape Restoration and Renovation Program, initiated in 1999, is intended to restore park landscapes that are not getting enough attention through a new funding mechanism for specific projects. The program will primarily deal with small scale projects, under \$100,000, in small public parks. The designs will be done within the Parks Department with community interaction. Projects will be constructed by the Parks Department at lower cost and requiring a lower level of construction documentation.

Restoration projects funded for 1999 include Queen Anne Boulevard, Dearborn Park, Beacon Hill Playground, Leschi Park, Ravenna Park, Matthews Beach Park, Freeway Park, and the Zoo Landscape.

Discussion:

- Girvin:** I encourage you to integrate and coordinate these project with other city agencies as much as possible.
- Dubrow:** How will you decide which projects are appropriate for Design Commission review?
- Penttila:** We can review the list of projects for 1999 and decide.
- Dubrow:** I think that wherever the interventions will significantly effect the character of a site the Design Commission should be involved. Most of the projects appear to be maintenance projects. My only concern would be when a project starts out small and then changes into a major intervention with larger issues.
- Penttila:** I think that makes sense. This program is intended to remain in the budget indefinitely.
- Rahaim:** Will the projects ever involve restoring or rebuilding structures?
- Penttila:** That would be a different part of the program. There may be some building restoration and remodeling, but it will primarily be operations and maintenance items.
- Action:** **The Commission appreciates the program briefing.**

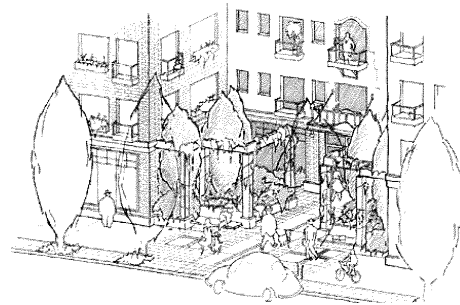
050699.8 Project: **Dexter Court North**
 Phase: Street Vacation
 Previous Review: March 4, 1999
 Presenters: Matt Driscoll, Driscoll Architects
 Marco de sa e Silva, Davis Wright Tremaine
 Attendees: Beverly Barnett, Seattle Transportation
 Bob Cryan, Comstock Highlands
 Stephanie Haines, Design, Construction & Land Use
 France I. Manalaysay, Driscoll Architects
 Marilyn Senour, Seattle Transportation
 Time: .75 hr. (SDC Ref. # DC00004)

In response to previous Commission comments and recommendations, the following public amenities have been developed. The existing pedestrian accesses on both Highland Drive and Comstock Street will be improved. A view platform will be constructed on Highland Drive to enhance the view corridor, with additional security lighting and landscaping.

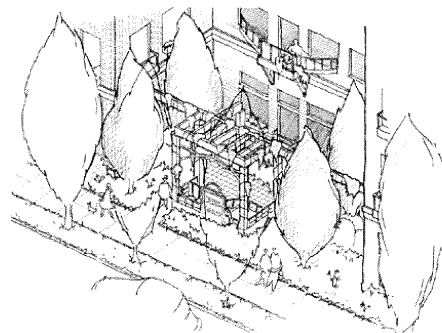
In an effort to enhance the open spaces all border streets will have landscaping that exceeds the city's requirements, the building will be modulated to create open spaces, the Aurora Avenue and Dexter Avenue courtyards will be enhanced with landscaping, benches, water features, and bicycle racks.

The proponent is coordinating with Metro regarding the relocation of a nearby transit stop on Dexter Avenue. The stop will be moved adjacent to the development with a new bus shelter provided by the project proponent.

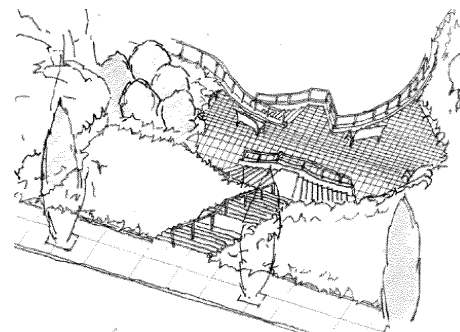
Additional bicycle racks will be provided along both Aurora and Dexter Avenues as improvements to the bicycle corridors. Seating areas will also provide resting places along the Dexter Avenue courtyard.



Sketch of courtyard at Dexter Avenue



Sketch of courtyard at Aurora Avenue



Sketch of Highland Drive viewpoint

Discussion:

Dubrow: Have transit stops on Aurora Avenue been integrated into the plan?

Driscoll: There is a stop at Aurora Avenue and Prospect Street one block south. The residential access to our development is focused on Dexter Avenue.

- de sa e Silva:** We are willing to grant a covenant restricting new development on the Dexter Deli site to a specific height limit.
- Layzer:** How have the Design Review Board comments from the April 8th meeting been addressed?
- Driscoll:** We have moved the commercial spaces from Aurora Avenue to Dexter Avenue. We have asked for an overall reduction of landscaping requirements so that we can relocate some of the roof terrace landscaping to spaces that are more visible from the street, such as the courtyards. The building profile has been modulated.
- Dubrow:** What could the Dexter Deli site potentially be used for?
- Driscoll:** The residential development could not be extended into the Deli site. It could be landscaped open space or commercial space. The community is interested in maintaining it as commercial space.
- de sa e Silva:** The height would probably be limited to two floors of commercial use.
- Foley:** Will there be landscape improvements to Comstock Street as well as Highland Drive?
- Driscoll:** We plan to retain the stair connection between Comstock Street and Aurora Avenue. There will be a landscape strip with street trees as per code requirements. The landscape improvements haven't yet been fully designed.
- Dubrow:** The plan seems to be headed in the right direction. My only desire is for more modulation of the Aurora Avenue facade.
- Driscoll:** The design is still being developed. We anticipate additional bay windows and more modulation than what is shown in the drawings.
- Hansmire:** I have no concerns with the proposal. The quality of details will be important to develop in the next phase. The improvements seem equal to the vacation of an unused street ROW. I support the small scale commercial use at the Dexter Deli site.
- Girvin:** I appreciate the efforts to improve the view corridor with additional circulation and view platforms.
- Haines:** The Design Review Board had similar comments and looked forward to further development of the details. We would like additional information regarding the actual views from the proposed platform.
- Sundberg:** I also like the direction the project is headed in. Additional modulation on the west facade would make a great improvement.
- Layzer:** I appreciate the enhanced and improved courtyard on Dexter Avenue. However, I recommend extending the public paving patterns into the courtyard rather than extending special paving into the sidewalk. It gives the courtyard are more welcoming appearance.
- Girvin:** I support the landscape concept of quality over quantity.
- Action:** **The Commission appreciates the response to previous comments and recommendations. The Commission recommends approval of the street vacation with the following comments.**
- **Further develop the Aurora Avenue facade with modulation and architectural details,**
 - **extend the public character of the sidewalk into the Dexter Avenue courtyard,**
- The Commission appreciates the genuine efforts to develop the Highland Drive view corridor with stair access, an overlook, and height limits. The Commission appreciates the pursuit of transit stop improvements and integration.**